City Council has constituted a Non-statutory Inquiry Committee to probe into the matter of growing racial harassment. Our High Commission in London has made enquiries with Cambridge University to ascertain whether Indian students have been subjected to such harassment. According to University officials, there has been no such incident in the University Campus. The City Council, Council for Racial Equality, local pojice and University authorities are seized of the problem and are initiating steps to improve race relations in Cambridge,

Emission of poisonous gas by vehicles

*154. SHRI SURESH PACHOURI:
SHRI V. NARAYANASAMY:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the concept that old vehicles emit more carbon monoxide has n\ow become outdate;

(b) if so, whether it has been proved that it is the newer vehicles that emit alarming levels of poisonous gas;

(c) whether a study has revealed that compared to their brand new counter-parts, older vehicles emit less carbon monoxide, the prolonged inhalation of which can lead to degenerate changes in kidney, heart and nervous system;

(d) if so, what are the details of study reveale din the latest report;

(e) whether Government have examia-
ed the report; and

(f) if so, what are the steps being taken by Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b) No, Sir. The study which come to the conclusion that the concept of old vehicles emitting more carbon monoxide has become outdated was based on exceedingly low sample size and cannot be said to be scientifically valid.

(c) A study was conducted by th.e Centre for Science and Tethnoiogy, Bangalore on 'Vehicular emist.oiis in Bangalore'. A news item on the study was published in many national news papers. The study claimed, as per news paper reports, that as compared to their brand new counterparts, older vehicles emit
less carbon monoxide. This conclusion was arrived at on the basis of tesing only seven passenger cars of 1992 crater models. Sample size for 1992 ; nd later models of two and three wheeers was also exceedingly small. Therefore, this conclusion cannot be scientifically accep
ted. To arrive at conclusions of this sort,
a much larger sample size is required. Also, emission levels from vehicles depend
to a considerable extent on the measures
taken for their maintenance. These in clude: annual checking of vehicles a authorised stations, engine tuning, car burettor cleaning, use of good quality fuel and lubricants, etc. If these measures
are not given adequate attention new ve hicles may also release high 'eve's of emissions as in the case of old vehicles.

(d) The study, on the basis of insuffi-cient data, came to the conclusion that there is a marginal decrease in carbon monoxide in case of some models whereas in others it seems to have increased or remained the same, based on which the Study has concluded that there is no improvement in their design or performance. In case of vehicles manufactured with foreign collaboration, the vehicles manufactured in previous years are on-tinuing to have low emission levels des-pite passage of time. Later batches of the same model manufactured in i ge-nously show higher levels of emission.

(e) Yes, Sir. The study report indie ites that only one vehicle each belengfna to two brands of cars and seven vehicles belonging to another brand of car, whose year of manufacture was after 1992. were tested for emissions of carbon monoxide. This sample size is exceedingly low to give any definite conclusions as proposed in the study. The study also does not give details of the road mileage covered by various) categories of vehicles belong-

ing to different models and age-groups, the status of vehicle maintenance, etc., which are imporant in studying vehicular emissions.

(f) The steps taken by the Government to control pollution from automobiles include the following:

(i) Gross and mass-emission standards for all categories of petrol and diesel driven vehicles have been notified under the Central Motor Vehicles Rules, 1989.

(ii) Tighter mass-emission norms have been notified under the Central Motor Vehicles Rules, 1989 on September 15, 1993 for petrol and diesel driven vehicles at the manufacturing stage. Norms include emission standards for Type Approval and Conformity of Production Tests.

(Hi) The various State Transport Authorities have been asked to enforce the standards stipulated for on-road vehicles.

(iv) Intensive awareness campaigns have been launched by Transport Departments of cities such as Delhi, to educate people about the statutory punitive provisions related to vehicular pollution, health hazards and on measures for keeping the emission levels low.

(v) The various Departments have been asked to get the vehicles under their administrative control checked regularly and suitable measures be taken to ensure that they meet the prescribed limits.

(vi) Surveys are carried out on the ambient air quality of the major cities and towns through the establishment of 290 ambient air quality monitoring stations set up under the National Ambient Air Quality Monitoring Programme of the Central Pollution Control Board.

(vii) A major survey was carried out by the Central Pollution Control Board in 1986-87 on the pollution caused by autmobiles in the major cities and towns in the country. The findings of the survey have been used to prepare comprehensive programmes for control of pollution in the major cities,

(viii) City planners have been advised to incorporate in their plans the long-term requirements of city transportation.

(ix) Lead level in gasoline has been reduced to a maximum of 0.15 gramme per litre in the gasoline supplied to four metres of Delhi, Bombay, Calcutta Madras with effect from April 1994 and would be introduced throughout t.he country by December, 1996. It is proposed to reduce this further.

मध्य प्रदेश और महाराष्ट्र के लिए मिट्टी के तेल का आबंटन

*155. **श्री राघव जी :** क्या पैट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1994 के दौरान अब तक मध्य प्रदेश और महाराष्ट्र राज्यों में क्रमश: मिट्टी के तेल की माहवार कितनी-कितनी मात्रा आबंटित की गई ;

(ख) इस आबंटन का आधार क्या है ;

(ग) क्या मध्य प्रदेश सरकार ने यह शिकायत दर्ज कराई है कि उनके साथ मिट्टी के तेल के आबंटन के मामले में भेद भाव बरता जा रहा है, यदि हां, तो केन्द्रीय सरकार ने इस पर क्या कार्यवाही की है ; और

(ग) क्या यह सच है कि मध्य प्रदेश में आदिवासी जनसंख्या सर्वाधिक है और इसलिए मिट्टी के तेल की उनकी अधिक आवश्यकता को ध्यान में रखते हुए क्या राज्य को मिट्टी के तेल की उनकी अधिक आवश्यकता को ध्यान में रखते हुए क्या राज्य को मिट्टी के तेल की अतिरिक्त